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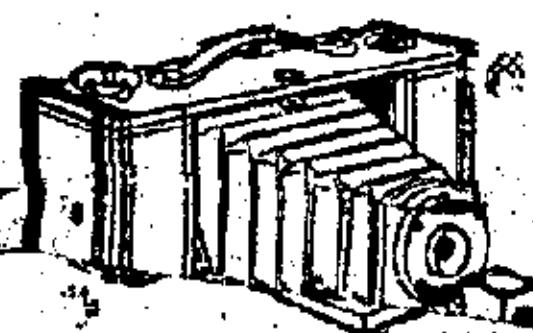
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The Daily Press.

HONGKONG, JULY 28th, 1911.

The telegrams we publish to-day regarding the situation which has arisen out of the French advance to Fez do something to allay the apprehension which has been created in England by recent indications that a grave international situation has developed. The "powder magazine of the world" moves like a planet. A few years ago the Far East was so designated; then it was the Balkans. It has now moved westward to Morocco. International rivalries and jealousies are so keen now-a-days that the situation which has developed might confidently have been predicted from the moment that the French took up their self-imposed task of establishing order in Morocco. The Spaniards looked upon it as the "Tunisification of Morocco," and while taking steps to see that the French operations did not extend to what is described in the Spanish press as the Spanish zone, Spain did not disguise her approval of Germany's action in sending to Agadir a warship to intimate that in any settlement of the Moroccan question she too intended, to have a voice. It will be remembered that the official explanation of this "bolt from the blue," was that the warship was sent to Agadir in response to a demand from German subjects for protection. It has been stated in the Cologne Gazette that "Large tracts of cultivated land in the vicinity of Agadir, and far into the hinter-

land, belong to German firms. The size of one property alone is equal to that of a German principality. One firm employs 120 men, including 60 commercial agents, who are German proteges. The German trade in Southern Morocco has expanded greatly of late, but the bulk of the goods appear on the statistics as British, owing to their being exported by German firms via England. Germany is also considerably interested in mining in the hinterland.

The developments in Morocco have forced Germany to take action. The Sultan's authority is gone, and the confusion existing in the north has led to great excitement in the south. As France and Spain, transgressing the Act of Algiers, established stations in the interior, it was natural that Germany should accede to the demand of her subjects for protection. It was denied that Germany intended it as a counter-stroke to the French and Spanish action, and it was announced that Germany did not intend to establish herself permanently at Agadir, "but the protection of our countrymen will not be withdrawn until order is restored." Agadir is too close to Gibraltar to allow of Great Britain viewing the move with unconcern. The Times on the 4th inst. published a chart of the roadstead of Agadir showing the soundings in fathoms. "It is an open roadstead," The Times said, "protected from north-easterly winds and affording convenient anchorage in seven or eight fathoms of water within half a mile of the shore." But if there ever was any disposition to believe that Germany meditated the bold enterprise of establishing a naval base here, that idea has been pretty well dispelled by recent disclosures.

According to the Berliner Tageblatt the Agadir move is but an incident in a concerted plan to realise the dream of a great German domain in West Africa from Rio del Rey to the Orange river; and The Times learns that Germany demands the complete cession of the coast and interior of French Congo up to Langa river, including Libreville and Loango, and also France's rights of pre-emption in the Congo States. What *quid pro quo* France is to receive we have not been informed. "Is it a free hand in Morocco?"

The exact position of affairs does not appear to have been disclosed by either Government concerned, but the situation is evidently not to the British Government's liking. Only a few days ago Mr. Lloyd George, apparently as the *secretis* if she were no account in the cabinet of nations. If a situation were forced upon us he said, in which peace was only preservable by the surrender of the great and beneficent position which Great Britain had won through centuries of heroism and achievement, by allowing Britain to be treated when her interests were affected as if she were of no account in the cabinet of nations, then he said euphemistically that peace at the price would be a humiliation which would be intolerable for a great country like ours. It is a statement that arrests attention. No other construction could be placed upon this veiled threat than that it was directed against Germany's action in Africa. It looked as if the confidence of the Government in a diplomatic solution, as expressed by Mr. Asquith at the beginning of the month, had weakened considerably, and the conferences in which Sir Edward Grey has been engaged during the last few days, led the public to jump to the conclusion that the situation has not improved. Consequently an unexpected change of plans in the Fleet has been given an alarmist interpretation.

The explanation which Reuter's Agency gives regarding the recent Cabinet Councils and consultations with the King, as well as of the reported movements of the Atlantic cruiser squadron, was doubtless obtained from authoritative sources, but until the Premier himself announces that the conditions no longer demand the attitude of watchfulness and suspicion indicated in the speech of the Chancellor of the Exchequer, the uneasiness which that speech created will not be entirely allayed. Though there appears to have been some thought in home shipping circles of war risks, it is utterly incredible that Germany or any other nation would wantonly provoke a war, but matters must have assumed an ugly phase to make it necessary for the British Government to publicly insist on its claim to be consulted in the settlement of the Moroccan imbroglio.

Two cases of plague were reported yesterday, bringing the total for the season up to 231.

The German Mail of the 23rd June was delivered in London on the 26th July.

Messrs. A Tack & Co. have lost no time in putting on the market typhoon photographs. Last evening we received from the firm three photographs of the wreckage of the Star Ferry smashed, mounted on a large card.

Owing to the typhoon, no performance was given at the Chinese last night, and the programme arranged for that night will be given this evening.

Postcards are now being received in the Colony which show the Hongkong Coronation Contingent marching with others in Sloane Square. The photographs are good, and all the Hongkong men are easily recognisable.

Argument in the action between Li Po Hung and the Yik Lung Bank and others, which has been before the Full Court (Their Honours Sir Francis Pigott, Chief Justice, and Mr. Justice Gompertz, Paines Judge) for the last couple of days, concluded yesterday afternoon, when their Lordships reserved judgment.

At the Magistrate's yesterday Mr. Wood sentenced a Chinese to six months' imprisonment and four hours' stocks for returning from banishment. Another native who stole a basket containing brass and other articles from a passenger on the s.s. *Futshan* was sentenced to three months' imprisonment and four hours' stocks by the same Magistrate.

The Garrison Orders notify that consequent on expiration of 60 days' privilege leave granted to Col. H. D. McIntyre, 8th Rajpata, the following officiating appointments are made from forenoon of 20th July, 1911.—Major A. C. Ralph to be officiating Commandant. Captain H. C. Cutler to be officiating Second in Command. Captain T. A. Davis to be officiating Double Company Commander in addition to his other duties as Double Company Officer.

A person going from South China to the north-west Provinces of the Empire, says a Burma contemporary, enters a territory where wheat reigns supreme. One is inclined to think of the entire Chinese people as depending upon rice as the main article of their diet. In fact, a writer of recognised authority on things Chinese in one of his books states that rice is "considered indispensable all over the land." While it is true that the Chinese in all the region south of the loess belt of Central China, those in the treaty ports, and those who have emigrated to foreign countries do make rice their principal article of diet, yet there are millions of Chinese in North China who depend for their subsistence almost entirely upon wheat.

SHANGHAI TRADE.

Messrs. Ibert & Co.'s Piece Goods Market Report says:—

Business continues to be very dull in almost all sections except yarn, in which there has been a very fair amount of activity. The anxiety in regard to the high water in the Yangtze is reflected in the total absence of enquiry from the river, and news from Hankow dated three days ago states that the floods are increasing, crops are ruined, and water still rising. The news from native sources states that the water can rise another six or eight feet, and the latter advice is far from reassuring, especially as it is still some three weeks before the voluntary flow of the snow water in the Yangtze usually begins to decrease.

Specimen buyers are stated to have about one million six hundred thousand taels in Shanghai awaiting investment in yarn and piece goods, and the movement in the former article is partly attributable to their operations, but as they have the field pretty much to themselves at the moment they are not showing any special desire for supplies of piece-goods, in hopes that the market will be a little more down on its knees before they wish to fill their requirements.

The decline in the price of American cotton that has taken place has had its effect in easing down prices asked from Manchester for new business, in some cases to quite a considerable extent. In the general quietness here this market has been for the most part unresponsive, however, and in view of the forward price of cotton, values can hardly be regarded as being near a safe level as yet, especially as the indifferent news in India. In regard to the rainfall may make that market a poor customer to Manchester. There are many early shipments available and the spring is still a long way off, but no doubt an improvement in the spot demand would cause a buying movement.

THE ADAPTABLE CHINAMAN.

Extract from an article, "The Chinese in British Columbia," in *Chambers's Journal* for July.

All grades of Chinese society may be seen shuffling along the sidewalks of the Asiatic quarter, from the prosperous trader in quilted silk tunic and red-buttoned cap to the starveling coolie in dingy overalls and battered hat retrieved from somebody's dust heap, and all the specimens between, including the self-respecting "washee man," going at his own peculiar jog-jog, his two huge bundles of clothes swinging in perfect balance from either end of the six-foot pole across his shoulders, and the "vegetable man," that feature of every Western town, his two big baskets of greasy stuff similarly adjusted.

A few women may be seen dressed like the men, only with wider trousers and longer and more elaborate tunics, each provided with an umbrella to unfurl over their glossy bare heads in rain or shine. One of the most interesting sights Victoria (British Columbia) has to show the Old Country visitor is that of Chinese women in full native garb pushing their gaily-dressed offspring along the path of Beacon Hill Park in up-to-date American go-carts, or mingling with a crowd of white women before the windows of Government-street's most attractive stores.

There are many wealthy merchants in Chinatown, some of the stores having beautiful native wares and fabrics worth large sums of money, and being conducted by spruce, courteous, English-speaking Chinese. In the remote parts of the quarter, however, it is a different story. Here the paint and plaster are absent; many of the windows are broken, boarded up, or adorned with spasmic splashes of whitewash; and where the eye can penetrate the gloom it encounters objects most unlovely and depressing.

The Chinaman is at once the most adaptable and the most conservative of people. Place him in the kitchen of a white household and he will grapple with the latest thing in "majestic" ranges in a manner wonderful to behold; but in his own haunts, among his own primitive utensils, he will convert the gruelless pig and the innocent chicken into weird masses calculated to turn the heart of the average Hottentot.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE POLITICAL CRISIS.

EXPECTED RESIGNATION OF
UNIONIST LEADERS.

LONDON, July 27th.

Lord Rosebery has had an audience with the King at Buckingham Palace.

Some Unionist papers anticipate that Mr. Balfour and Lord Lansdowne will resign their leadership in the respective Houses of Parliament if the Party rejects their advice.

THE HALSBURY BANQUET.

TELEGRAM FROM MR. CHAMBERLAIN.

LONDON, July 27th.

The dinner given in honour of Lord Halsbury was held to-night, the attendance including some of the most prominent Unionists of both Houses.

Among the latest adherents to the "no surrender" party are the Earl of Waldegrave, Viscount Churchill, the Unionist Whips, Earl Roberts, the Marquis of Winchester, and the Earl of Plymouth.

Lord Salisbury, in toasting the Earl of Halsbury, read a telegram from the Rt. Hon. Joseph Chamberlain heartily supporting the cause. Lord Salisbury made a strong fighting no-surrender speech, in which he declared that the division in the Unionist party was solely in connection with the proposed creation of new Peers. When that issue was passed they would close their ranks.

Lord Halsbury, on rising to respond, was accorded an ovation. He made a most vehement appeal to his party to resist the Parliament Bill to the end.

VIGOROUS SPEECHES.

LATER.

No list of those present at the banquet of the House of Commons on the 27th inst. of Parliament among the 400 present. The proceedings were most enthusiastic, the guests repeatedly rising to cheer the speeches, which unanimously protested loyalty to the leaders.

Lord Salisbury remarked that he would sooner cut off his hand than contribute to the fall of Lord Lansdowne. He was in a spirit of complete loyalty to Mr. Balfour and Lord Lansdowne; it was with the determination to assist them to decide upon a more gallant course that they would discuss the Bill when the Commons returned it.

Lord Halsbury's remarks about the possibility of an impeachment for advising the creation of peers was frantically cheered. He said that the last time peers were created three of the authors were impeached. Two fled the country and one was imprisoned in the Tower.

Lord Milner said he never went into a fight with greater reluctance, but he would be wanting in self-respect if he in any way shared responsibility for the creation of peers. Let the Government do its own evil work.

Mr. Austen Chamberlain said Mr. Asquith had tricked the Opposition, entrapped the Crown, and deceived the people. They were loyal subjects of the Crown and honest servants of the people, and would do their utmost to prevent a repetition of the outrage. When Mr. Chamberlain described Mr. Asquith as a trickster the hall echoed with shouts of "A traitor!" The speaker was also greeted with cries of "Future Premier."

Mr. Joseph Chamberlain's telegram said the country was indebted to Lord Halsbury for refusing to surrender his principles in such a crisis.

SUPPORT FOR LORD LANSDOWNE.

LONDON, July 27th.

Lord Lansdowne, who sent letters to his followers asking whether they support his policy, has received replies from 230 who signify their intention to support him.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE MOROCCAN SITUATION.

BRITISH NAVAL PREPARATIONS
DENIED.

LONDON, July 27th.

Reuter's Agency is informed that the abandonment of the contemplated visit of the Atlantic cruiser squadron to Norway is due to a change in the programmes of the Home and Atlantic Fleets, and is unconnected with the Morocco Question.

No new factor has supervened. Yesterday's conferences were due to a desire of Ministers to hear orally from Sir Francis Bertie, the Ambassador to France, the French view of the situation.

Great Britain, Reuter's Agency adds, adheres to Mr. Asquith's statement in the House of Commons on the 6th inst., and is convinced that any settlement outside Morocco which France accepts will not be prejudicial to England.

[The statement by Mr. Asquith, to which allusion is made in the foregoing telegram, was telegraphically reported as follows:—
Mr. Asquith, in the House of Commons yesterday, stated in reply to Mr. Balfour—I can say little regarding the negotiations which are passing between the Powers concerning Morocco, but I wish it to be clearly understood that the Government consider that a new situation has arisen, the future developments of which may affect British interests more directly than hitherto. We are confident that diplomatic discussion will find a solution. In any part we take therein we shall have due regard to the protection of those interests and the fulfilment of treaty obligations towards France which are well known.]

All the papers comment on and approve Mr. Asquith's statement regarding the Moroccan situation. They say it makes clear that while supporting France we will not stand aside and allow arrangements to be made behind our backs, as is apparently hoped in Germany. Though the situation is grave the papers express confidence in a diplomatic solution which it is hoped will prevent a recurrence of alarms and excursions in connection with Morocco.]

GROWING ANXIETY.

LATER.

Leaders and special articles are published in the papers on the Moroccan difficulty. Some of them have an alarmist tone and speak of the growing anxiety regarding Anglo-German relations.

The statement which Mr. Asquith is expected to make to-day is eagerly awaited. Admiral Moore, who is in command at Portsmouth, announces that certain battleships and cruisers of the Atlantic fleet are returning to Portsmouth in order to give leave to the crews, which means that they will be at Portsmouth a month.

The papers point out that the whole of the third Division of the Home fleet, mobilised for the Coronation, was placed on a peace footing the very day the Atlantic fleet was recalled.

INDIA AND OPIUM.

LONDON, July 27th.

In the course of the debate in the House of Commons on the Indian Budget, Colonel Yata complained that the Indian people had not been compensated for the loss of opium and urged the prevention of the export of morphine and cocaine from Europe.

Mr. Montagu, Under Secretary of State for India, claimed the sympathy of the House of Commons for all who are doing their share to eradicate the immoral opium industry, firstly for the Chinese who were showing admirable zeal, and then for the Indian taxpayers who were willingly and cheerfully making sacrifices.

"DAILY MAIL" AVIATION RACE.

THE WINNER.

LONDON, July 27th.

Beaumont won the *Daily Mail* aviation prize, covering the 1,010 miles in 22 hours 28 minutes. He displayed amazing skill and endurance, and on landing at Brooklands was carried shoulder high by the enthusiastic crowd and received a great ovation.

Vedrine covered the course in 23 hours 34 minutes, and he also was accorded a warm ovation by the crowds assembled at Esher, Salisbury and Brighton.

Enthusiasm ran high in the closing stages of the race, and the utmost excitement prevailed as Vedrine made his gallant effort for victory, completing the course just as the next competitors quitted Glasgow.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

"EMPRESS OF CHINA" AGROUND.

Tokyo, July 27th.

A wireless message states that the "Empress of China," when rounding Cape Fure, outside Tokyo Bay, ran aground.

The N.Y.K. steamer "Kanagawa-maru" has been dispatched to her assistance.

[THROUGH REUTER'S AGENCY.]

THE TURF.

THE GOODWOOD CUP.

LONDON, July 27th.

The probable starters for the Goodwood Cup are:—Royal Realm (Earl), Kilbroney (Walter Griggs), Yellow Slave (Maher), Saint Crispin (H. Jones), Martingale II. (Martin), Bryony (Huxley), and Mirador (Clark).

THE GOODWOOD PLATE.

LONDON, July 27th.

There were six starters for the Goodwood Plate, which resulted as follows:—

Ignition	...	1
Fillo	...	2
Cardinal Beaufort	...	3

Ignition won by four lengths, while six lengths separated the second and third horses.

The betting was 40 to 1 agst. Ignition; 5 to 4 on Fillo; and 4 to 1 agst. Cardinal Beaufort.

THE NORTH-EAST FRONTIER OF INDIA.

PEACEFUL PENETRATION BY CHINESE.

As attention is being so persistently directed to the North-East Frontier question in connection with the proposed reduction of the Indian Army, it may not be out of place, says the *Pioneer*, to show what China has done of late years in bringing certain tracts under control. The border of the Chinese Empire, the province of Szechuan, has been a source of trouble to the Chinese authorities. The direct road to Lhasa lay through them, but the local chiefs were practically independent, owing allegiance neither to Peking nor Lhasa, and ready to resist any intruders from either side. Great Lamaseries had sprung up in their midst, the heads of which exercised enormous influence. These States included part of the Tibetan district of Kham, which produces the finest fighting men in the country; and west of Tachien-lu were the Horba tribesmen, and known for their fighting qualities. When the Yunnan-Lhasa mission had turned its back on Lhasa and the Chinese Government began its work of provincialising Tibet, the border States were soon in a ferment. The chiefs apparently realised that their independence was in danger, and they were the first to begin hostilities. They had already massacred the Assistant At. Sun Fong and his party to Lhasa early in 1904, and there was a general call to arms after another was compelled to flee. The Chinese proceeded to take action in their usual systematic way. They began sending some of their modern troops to Szechuan, and in 1906 Chao Erh-feng was appointed to subjugate the tribal country. He was a man of marked ability and energy, and in three years he had practically completed his task. Troops were summarily sent, and many of their monasteries sacked; military roads were built, and one chief after another was compelled to make terms. These native rulers were deposed and pensioned off; Chinese officials were installed in their place and various strategic positions were occupied. At the same time the military advance on Lhasa was in progress, and the fight of the Dalai Lama marked another stage in the progress of what was really a long drawn out campaign.

It would have been impossible for the Chinese to have succeeded in reducing Tibet to an outlying province had they not secured their direct line of communications with Szechuan, and hence they devoted themselves to the thorough subjugation of the border states. They had, in many instances, the sympathy of the people with them, as the great Lamas had ruled in a tyrannical manner. *Begar* or forced labour was everywhere in vogue, and the people were oppressed and their transport animals were pressed without payment. The Chinese proceeded to establish their own system of administration, with schools, post-offices and even telegraph stations. Colonists were encouraged to settle in the newly conquered districts; and the confidence which follows upon a settled government soon declared itself. Trade revived and the people accepted the new position, the more warlike sections being overawed by the display of military force. The states were thus absorbed and the barriers between Lhasa and Szechuan were finally broken. The Chinese continued their road-making, and one result of their activity was the occupation of Kima, an outpost of the northern frontier of Assam. Other posts are said to have been established along the south-east frontier of Tibet, and precautions have been taken to make these secure against attack, in case of any fresh rebellion in Kham. Such is the Tibet borderland at the present time, and further eastwards we have the "peaceful penetration" of the Chinese into the valleys west of the great Divide between the Salween and the Irrawaddy. In the wild and unexplored tracts which lie beyond Assam and Upper Burma no frontier line has ever been marked, and at the same time would seem ripe for some joint action by the British and Chinese Governments by which their respective spheres of political control should be defined. We want, in short, a "Durand Line" on our north-eastern frontier, and negotiations for arriving at this might well be undertaken at Peking.

THE TYPHOON.

The typhoon which threatened the Colony yesterday averted in its route, and spared the blow and the destruction which usually follows in its wake. Messages from Manila on Tuesday and Wednesday had notified us of typhoons traversing the adjacent seas, and with the calm and sultry weather experienced on Wednesday and early yesterday morning, coupled with the falling barometer and the signals denoting a typhoon within the 300 mile limit, it seemed almost too much to hope that we should escape a storm.

Early yesterday morning the atmospheric conditions changed, intermittent puffs of wind coming as pilots of the gale. From dawn onwards these increased, until between seven and eight o'clock there was a good stiff breeze blowing, and rough seas swept the practically deserted harbour and washed the Praya. At about 7.30 a.m. the three warning bombs were exploded, and the black cross was hoisted at the signal stations as a last message to the Colony that the typhoon was approaching. The firing from the three signal stations, however, was not well timed, the result being that there were more than three explosions. Hence many persons failed to realise the significance of the message, being led to believe that it announced the arrival of a foreign warship. But this misapprehension was confined to the shore, for the signal was not mistaken by the ferry boats or the few small launches tooting about on the waters of the harbour, those immediately making for shelter. Before eight o'clock the launches of the Star Ferry Co. and the Yau-mat-ti ferry launches stopped running, and no small craft obstructed the view of the tumbling green seas in the harbour, which was deserted by all but a few of the larger vessels, whose crews had got all in readiness to meet the gale. At East Point two belated sampans failed to reach the harbour of refuge, but their crews reached the shore safely, and when the wind was at its height the deserted vessels were rolling dangerously near the Praya wall at Observation Place.

Ashore, on the lower levels, the blow was not keenly felt, but there was the usual accompaniment of falling glass and the banging caused by unfettered jalousies. On the higher levels, and particularly at the Peak, the gusts were alarming, and very few residents of the heights ventured to come down until the afternoon, when the storm had abated. At 8 a.m. the glass at Falconer's stood at 29.39, an hour later it was 29.35, and between 10 and 11 o'clock it stood at 29.30. At the Observatory 29.23 was reached.

Towards noon the wind changed, the gale blowing from the south-east, and travelling in a north-westerly direction. From 11.20 a.m. the barometer began to rise. At fifteen minutes it stood at about 29.42, and steadily increased until at 5 p.m. the reading was 29.65.

In the afternoon a typhoon began to fall—another indication that the storm had again passed the Colony. The typhoon struck the land between Hongkong and Macao.

It is a coincidence worth mentioning that the typhoon of 1908 occurred on the same day.

The only disaster recorded is the collapse of the Star Ferry matched a calamity which overtakes this flimsy structure almost yearly. The ticket boxes and the telephone call box were overturned. When the ferry service was resumed late in the afternoon the ferries came to Blakes Pier. The Corinthian Yacht Club's bamboo pier was destroyed and a brick wall at Ah King's blown down.

Business was practically suspended. Few shops removed their shutters, and it was not until late in the afternoon that the lower level trams began to run.

AT KOWLOON.

Kowloon felt comparatively little of the storm. The warning being given so early in the day meant that few people could cross to business, and most of the men in consequence went to the ferry wharf and to Holt's wharf to see what was happening on the water. But happily no exciting incidents were to be witnessed, with the exception of the breaking loose of the pontoon employed at the new ferry wharf on the Hongkong side. It was being towed from the wharf to Kowloon Dock when it broke loose and two Chinese who were upon it seemed in a perilous position. However, they were rescued by means of lines. The pontoon drifted to Holt's wharf and battered against the sea wall for some time before it could be secured. No damage to any extent took place, a few windows being shattered, flower pots broken, and trees stripped.

SIR H. BLAKE AND THE PRICE OF RUBBER.

Sir Henry A. Blake explains his observation at the opening of the International Rubber Exhibition, that he hoped there would be a fall in the price of rubber, by saying that, in his opinion, while reduced cost of manufacture would open practically an unlimited horizon for new uses of rubber in all its forms, the largely increased yield of latex as the trees matured would more than counterbalance the fall in price.

ANANIAS.

The *British Weekly* is much surprised at finding the name Ananias in an inscription in Colchester Churchyard, and hopes, in honour of the singularity, "that the tombstone may be kept legible." But as a matter of fact, says a correspondent, neither Ananias nor Sapphira was an uncommon name in Puritan times, on the ground that you could hardly select the name of too notorious a Scriptural sinner to bear testimony to the triumph of Grace over Original Sin. It is, however, on record that a clergyman declined to christen a child "Pontius Pilate."

CANTON.

[FROM OUR OWN CORRESPONDENT.]

July 26th.

AN INFERNAL MACHINE.

Yesterday morning the Customs officials on duty on the S. S. *Kueng Tung* made a most important discovery, showing that the revolutionaries are ready to go to any length to gain their ends. It appears that a Chinese travelled first-class from Hongkong to this city, taking with him several packages. On arriving here he went ashore, saying that he would return for his property later in the day. While he was away, however, the packages aroused suspicion and they were examined. They were found to contain an infernal machine consisting of two steel cylinders filled with nitro-glycerine and connected to a clock-work apparatus which, happily, was not working. A quantity of chlorate of potassium was also discovered. The authorities were at once informed of what was found, and the police are making diligent search for the vanished passenger. It is conjectured that this machine was intended to be conveyed to the residence either of the Viceroy or of Admiral Li, both of which officials by their strenuous action in the late rising have rendered themselves peculiarly obnoxious to these holding revolutionary tenets. In the meantime there is a steady exodus of women and children from the city, and every one believes that there will be more trouble during this infernal month. To-day is the first of the moon, and it is thought that the infernal machine mentioned above was to have been put into operation to-day. The officials are on the qui vive, and the rebels will have to be very smart indeed if they wish to effect a surprise. Near the small North Gate the Provincial Armoury is situated, and the military authorities in consequence of the numerous rumours afloat have sent a body of troops to occupy the neighbouring Fa Loi Monastery so as to be ready in case of an emergency. The attitude of the army is, of course, the most vital factor in the matter, for the rebels have not the ghost of a chance if the soldiers remain true to their allegiance. Whether the troops are to be trusted or not is another question, and there are not wanting those who say that the soldiers are full of sedition as the civilians, and, if this is the case, it is within the bounds of possibility that should the rebels be ever so slightly successful in their initial efforts the troops would join them—and after that the deluge! The revolutionary cause also appears to be strong in the country districts, where the many secret societies are without doubt actively propagating revolutionary tenets, while the herds of banditti infesting these districts would also be most likely to throw in their lot with the rebels, and, as all these bandits are well armed with modern weapons, their aid would be greatly valued. It is to be hoped, therefore, that the authorities will continue to exert their utmost efforts to be able to overcome their opponents, for should the rebels succeed in establishing their power here the commerce of the province would be crippled.

SCANT CONSOLATION.

On Monday night some women attached to a family in the Sai Kwan went to a performance in the Lok Sin Theatre. On their way home in the small hours of the morning some rascals snatched a valuable pearl ornament from one of the women. They made a great outcry, and the thief ran off, but although there was a constable in the street he made no attempt to stop the snatcher, who easily made his escape. Next day the woman reported the case to the officer in charge of the nearest police station, but that worthy said he could not help her, and also told her that if women were so foolish as to wear valuables at a time when there are so many bad characters about they deserved to be robbed.

A FIGHT WITH GAMBLERS.

At a village in Honan Island called Kong Shan there has been a fierce fight between gamblers and some soldiers sent to arrest them. For some time past the authorities have known that this village has been little better than a gambling den, but such was the good look-out kept by the gamblers that whenever the soldiers arrived no sign of gambling was to be seen. Yesterday, however, a petty officer and his squad managed to surprise a crowd of gamblers, and a fierce fight took place in which one of the gamblers was shot and several arrested. It was afterwards found that the dead gambler was a notorious bandit who had long been "wanted," and for whose arrest \$400 had been promised.

STUDENTS DISMISSED.

The Warden of the Police College has reported a very unsatisfactory state of affairs. He says that at the recent examination thirty-three students made less than 30 per cent. of the total marks, while twenty-seven students failed to attend the examination. The Viceroy has now ordered that these sixty students are to be expelled from the College as a punishment for laziness and a warning to others. The authorities in Peking have also expressed disapproval of the poor results obtained by the Naval College. This institution has now been working for ten years and has cost a huge amount of money. The Viceroy has been asked to make an enquiry into its inefficiency.

PIRACY.

Yesterday a boat well loaded with fish went to Canton, where the fish were sold in the market. On its way back the boat had to pass a place called Tai Wing Kau, not very far from Canton. Here the boat was boarded by pirates, who took away all the money and fatally shot one of the fishermen. This is said to be the tenth case of piracy in these waters within the past few weeks.

PARIS LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

Paris, June 30th.

DEFEAT OF THE CABINET.

Very funny things happen in France from time to time. The late Monis Cabinet had the signal honour of being defeated when still in the possession of a majority of 5! This extraordinary error was discovered when too late, unfortunately. This is probably the only case on record in the history of any country of a Government being overturned by a miscount of votes in Parliament. The curious fact has now been brought to light that at the moment of the fatal division there was a considerable confusion in regard to the votes for and against. Instead of being in a minority of 14 last Friday, the Government were in fact in a majority of 5. A number of *Députés* announced that their names had appeared on the wrong division list. An official rectification was made, with the result that so far from having been defeated the Government had the narrow majority mentioned above! Though this discovery may be the source of much personal satisfaction to the ex-Premier, who is still an invalid and has gone to Versailles for a rest, it is, of course, too late to affect the fate of his Ministry.

The fact remains that France holds the record for quick changes of Government. After a brief and precarious existence of three months and three weeks, to be precise, the Monis Cabinet, which never lived and never governed, has been hissed and hooted out of the Chamber. The wonder is that it lasted as long as it did, considering that its life hung on a thread, so to speak. The unsettled wine-war shook its very foundations to pieces. It was the aeroplane, however, which really wrecked the Monis Cabinet—the most unlucky in recent history—M. Train's 21st bill, killing M. Berteaux, the strong and popular War Minister, and severely wounding the Premier, and the fate of the Ministry was sealed. It only needed another slight effort to cause its total collapse; General Goiran—M. Berteaux's successor—gave it the coup-de-grace by his blunt pronouncement against a one-man command of the Army in the event of war. Had M. Berteaux remained Minister of War it is inconceivable that so acute a politician would have made the fatal mistake of which General Goiran, who is a soldier and not a politician, has been guilty. It is certain that the General was taken unaware and was not prepared for the very pointed question put to him in the Senate. His somewhat confused reply was taken as denoting weakness on the part of the Government. It further vividly reminded Frenchmen of the cause of their disasters in 1970. The General's statement was bitterly attacked by the half-dead Government, and, having been glad to resign ultimately. In spite of deafening shouts of "Resign," the inexperienced Ministers remained seated on the Government bench until the growing storm of hoots and hisses drove them away. President Fallières had left for Rouen a few hours previously, suspecting nothing wrong; he was quickly back again in Paris to deal with the critical situation. The fact that M. Monis is still an invalid also powerfully contributed to bringing about the downfall (?) of the Government which can boast of having retired with a majority at its back.

As anticipated, M. Caillaux was called upon to form a new Ministry. The ex-Minister of Finance succeeded in his task in a very short time. There was very little re-shuffling of the cards, the new Cabinet being largely composed of members in the old Ministry. There are actually 14 Cabinet Ministers and four Under-Secretaries. The reception accorded to the Caillaux Cabinet is on the whole favourable; even among the natural enemies of a Radical Government there is a tendency not to condemn the new Ministry until its intentions are better known. M. Delcassé—whom many people at first thought would succeed M. Monis as Premier—retains his former position at the head of the Admiralty. We shall soon know what are M. Caillaux's ideas on the many problems that await solution. The first of these is electoral reform, in regard to which a compromise will in all probability be arrived at. In regard to the Champagne problem the policy of delimitation will no doubt be abandoned. As for the question of the railwaymen, the absence of M. Charles Dumont indicates a new and less Radical solution. It is anticipated he will declare himself in favour of a policy of economy. It is generally conceded that M. Caillaux will prove himself a resolute leader—what France needs so badly. Certain of the appointments are severely criticised, and it would not surprise any one if these stop-gaps are shortly changed, though one must admit that the Caillaux Ministry such as it stands is a good working combination of the sections of the Republican party, properly so called. The only conclusion that one can safely draw from the composition of the new French Government is that M. Caillaux intends to make an effort to secure the support of the 220 Radicals and Radical-Socialists who are not favourable to proportional representation in the full sense of the term. M. Caillaux has not an easy time before him.

"LE GRAND PRIX."

Not for many years has Longchamps presented so animated a spectacle as it did last Sunday on the occasion of *Le Grand Prix*. If there were fewer people than usual it was owing to the fact that thousands of Parisians went over to London for the Coronation festivities and are still away.

As many as were present flocked to the beautiful racetrack to witness the race for the Blue Riband of the French turf, which may well be described as a national event of late years. The weather was splendid, and ladies attired in beautiful dresses and lovely hats, to say nothing of exquisite parades, looked delighted. The few sharp showers cooled the air and greatly added to the picturesque landscape without spoiling one's enjoyment. Alcantara II., the winner of the French Derby, and owned by Baron de Rothschild, gave such an excellent account of itself a few Sundays ago at Chantilly that it was everyone's favourite last Sunday. Practically everyone who spoke to felt confident that the *Grand Prix* would be easily won by the same horse—Alcantara II. Unfortunately the *Grand Prix* had surprises in store for its patrons which were never expected. From start to nearly the winning post the favourite did remarkably well; it perhaps did too well, for just before entering the straight Alcantara II. died away to nothing and broke down from over-exhaustion, not even securing a place. The winner of this year's *Grand Prix* was the Marquis de Ganay's *de d'Alout* (Ace of Clubs), whom few considered worthy of competing. One of the most beautiful sights was the Presidential box occupied by President Fallières, Madame Fallières and the élite of Paris Society. The stands were ablaze with colour, and President Fallières seemed to be sitting in a bower of choicest blooms.

THE CORONATION.

The French papers have practically made as much of the Coronation as did the British Press. The accounts given have proved most interesting reading, while to listen to the personal accounts of Frenchmen and French women who have returned from London, it is certain they have never seen such splendid sights or better order maintained. Admiral de Jougoues, who represented France at the Coronation, has expressed unbounded satisfaction with his reception in London. He states that King George had frequent and long conversations with him on the ties of amity that bind both nations, and assured the French Admiral that he would maintain Anglo-French relations according to the best traditions of his father. Like most persons similarly privileged, Admiral de Jougoues declares that the naval review was one of the grandest sights he has ever witnessed, and that in his coming audience with President Fallières he would have nothing but what is most pleasant to report.

COST OF LIVING.

The French Free Trade League publishes comparative statistics, based upon reports of the Board of Trade (London) and the French Labour Office, by which it is sought to show that the cost of living is much lower in Great Britain than in France and other countries which have adopted protection. According to one example given to illustrate the comparative cost of living, the import of wheat, which would cost 101 francs in France, would cost 101 francs in France.

KRUPPS.

It is announced that Messrs. Krupp, the famous German firm of armourers in Essen, have purchased 500 acres of land near Maubeuge, in the North of France, where they will erect an extensive factory, and thus avoid the French duties on their goods.

HOAXED.

Koepenickism when skillfully practised pays. Calais is all excitement just now in consequence of the majority of competitors in the European Circuit Aerial Race having arrived there previous to flying the Channel next Monday morning. A practical joker dressed as an aviator, and representing himself to be M. Legoux, called on the military commander and told him that he had left his aeroplane at Tourcoing, not far away, intending in the evening to join the Calais London stage of the Paris-Brussels-London-Paris race. Troops were requisitioned to line the ground and maintain order, and the news spread quickly. The supposed M. Legoux was then invited to lunch by the officials of the town; in the course of the meal he mentioned that in his hasty departure he had forgotten his pocket-book containing several bank notes. A large sum of money was immediately advanced to him. Before leaving he carefully went over the ground where he was to come down. It was not until several hours later that the large crowd learned that it had been hoaxed. Everyone—save those who have been so cleverly duped—is laughing at the incident with true French light-heartedness. The police are on the lookout for the aerial Koepenick.

A CHARACTER.

The almost limitless methods of the poor to earn an honest penny are often interesting. A veteran in Paris has been allowed to stand outside a large establishment in the Rue de Rivoli. He is provided with cards in duplicate, and on his cap is a bandon which can be read the words—"Gardien de bicyclettes"—or cycle minder. It is a sort of clock-room for machines. The old man, who is of a happy and obliging nature, is able to make a good living in this way. It is better than begging or starving.

"OPEN AT BOTH ENDS."

An unsophisticated old Devonshire lady once sent to her son a pair of trousers by book post, which is, of course, cheaper than parcel post. The postal officials wrote to her—"Clothes cannot be sent by book post. If you will refer to the 'Post Office Guide' you will see under what conditions articles may be sent by book post." After a few days the lady replied—"I have looked in the 'Post Office Guide' and find that articles which are open at both ends may be sent by book post. And if trousers are not open at both ends I should like to know what is."

THE TRADE OF KOREA.

JAPANESE COMPETITION WITH BRITISH GOODS.

Mr. Acting-Consul G. B. Sanson, in his report on the trade in Korea for the year 1910, states that the foreign trade showed a substantial increase, the total of imports and exports being £5,094,000, as compared with £4,400,000 in 1909. There has been an all-round increase in manufactured cotton goods and cotton yarns, an increase attributed partly to increased purchases of power and partly to a ten per cent. rise in the price of yarn, that hindered domestic weaving while swelling import values of fabrics. Cotton goods are the principal imports of Korea. The main feature revealed by a study of the figures is the headway made in 1910 by Japanese goods as compared with British goods. Thus the total import of coarse sheetings and (grey) shirtings increased by £93,000—entirely accounted for by Japanese imports—while British goods declined slightly. In the more expensive grades, such as white shirtings, there has hitherto been little competition, but in 1910, while British goods maintained the same level, Japanese increased from the normal figure of about £1,500 to £16,000. In cottons, satins and Italian silks the United Kingdom did well.

It seems inevitable, Mr. Sanson states, that an increasing share of the trade in shirtings and sheetings should fall to Japan. High prices in Manchester have assisted her of late, and her proximity to the market is one of her chief assets. Not only does it mean cheaper freights, but since the demand for textiles is unchecked and depends largely upon local causes, such as the weather and the success of crops, a direct importer of Manchester goods must order in the spring to meet a problematic demand in the autumn, while it is possible for a large Japanese firm even to keep stock in Korea, instead of warehousing it in Japan, and to distribute to small dealers as required. The result is that the import of British cotton goods is almost entirely in the hands of Chinese merchants, who import on consignment from stocks held by large importers in Shanghai. As is often the case, unfavourable figures of amount of trade are not an index to poor quality of trade, for these Chinese merchants did well in 1910, after a series of bad years, of which 1909 was the worst.

The cotton-growing industry is one on which great hopes are set, and considerable efforts are being made to foster it. A Cotton Cultivation Association, formed under official auspices, in 1905, is devoted to encouraging the cultivation of the upland species of American cotton. It produced in 1909 about 400,000 lbs. from 1,000 acres, and by 1911 will own plantations covering 7,500 acres. The ground available for cotton in Korea is estimated at 1,300,000 acres, of which it is said that 600,000 acres will be replanted with upland cotton by 1917. Reports were in February last to hand of the proposed formation of a company for raising cotton in Korea, promoted by business men in Japan, and approved by the Government-General. The capital will be £500,000 (one-quarter paid up at formation), and operations will commence with the purchase of 12,500 acres of cotton lands to be cultivated by tenants. Should anticipations be realised, Korea will before long be able to supply a good proportion of raw material to the Japanese mills. The cotton district will be served by the Ho-nam Railway.

The previous monopoly of the Standard Oil Company of New York has been attacked by the Rising Sun Petroleum Company since 1908, and the severity of the competition has resulted in a considerable lowering of prices. Though the 1910 import was in quantity some 540,000 gallons more than in 1908, its value as shown in Customs returns was nearly made it probable that it was bound to increase becoming more accessible, so that farmers can now profitably purchase imported oil, and thus set free what land and labour was formerly necessary to obtain vegetable oils for more productive work—a good instance where an increase in imports is a sign of progress.

THE ROYAL VISIT TO CALCUTTA.

The following is the official report of a meeting of the pageant sub-committee of Royal Reception held recently in Calcutta. It was definitely decided, subject, of course, to the approval of their Majesties and of the Government, that the reception should consist of the following items—Cereemonial deputation, the pageant, fireworks and illuminations, a military torchlight procession, and the entertainment of school children, in addition to which it is possible that a military tournament may be arranged later under the auspices of her Excellency Lady Hardinge and her Excellency Lady Creagh. It is hoped to arrange for all the foregoing entertainments, with the exception of the military tournament to take place on the same day. It had been at one time also contemplated to save for feeding of the poor on a very large scale under the management of the reception committee, but this part of the programme has now been deleted by an arrangement with the committee of the Indian Sangita Samaj, who undertook this work with conspicuous success on the occasion of their Majesties' visit as Prince of Wales and Princess of Wales, and who have made all the preparations for doing it again this year. With regard to the pageant items, were decided, and the date of each was assigned to a small committee to elaborate. It was also decided to ask the ruling princes and chiefs for co-operation in the way of loans of retainers, elephants, camels, arms, and it was announced that in this connection Major Drummond, C. B., C. I. E., Inspector-General of Imperial Service troops, had consented with the sanction of the Viceroy to give the committee his valuable assistance. The stage management of the pageant will be in the hands of Messrs. James Pain and Sons of London, who are sending out their manager. They will also supply fireworks, and if a further expert is required he will probably be sought from Mr. Frank Lascelles. The site of the pageant on the maidan cannot yet be fixed, pending the decision of the military authorities, which is expected daily. A special feature of the programme as in England will be the entertainment of school children; of whom it is hoped that at least 20,000 will be presented. These arrangements, as also those for the fireworks and the illuminations, and those for erecting a royal pavilion on the maidan, have all been entrusted to separate sub-committees, and tenders are already being invited for the pavilion. Subscriptions were announced to the extent of nearly two lakhs of rupees. The list is headed by the Maharaja of Durhanga with a munificent contribution of Rs. 25,000, while the Nawab Bahadur of Murhildabad in addition to his subscription is defraying a very large portion of the cost of the Murhildabad state procession, and the Chief of Morhanga has promised take responsibility for the war dances of the Orisa Pikes. It is estimated that to make the reception a complete and unique success a sum of four lakhs of rupees is required.

THE MAKI CANNIBALS.

The existence of cannibalism in the German colony of Cameroon is described in an official report issued concerning a recent punitive expedition against the natives of the southern districts of the country, known as the tribes of the Maki.

The Maki are cannibal in the full sense of the word, inasmuch as human flesh constitutes their principal article of diet. Unlike most cannibal tribes in Africa, they do not even respect their own dead, but eat their fathers and brothers, wives and sisters, friends and relatives, without the least hesitation. When the supply of corpses among their own tribe runs short they purchase slaves from other tribes and fatten them until they are fit to be slaughtered. They are then killed and eaten.

The purchase of slaves to be kept until they are sufficiently fat to make good meals constitutes slavery which only the wealthier members of the tribe can indulge in, and the poorer Maki have to be content with eating the bodies of slain enemies. The slaughter of slaves who have been fattened takes place in a manner identical with the slaughter of an ox. The unhappy victim is taken to the slaughter-house tied to a block, and then killed by the blow of an axe directed against the neck.

The existence of these horrible customs among the Maki is explained by the fact that their country is extremely poor in cattle, and contains neither wild animals fit to eat nor fish. The German authorities sent a punitive expedition to suppress cannibalism, and henceforth every person convicted of eating human flesh will be sentenced to death. The German authorities have taken these radical measures because they have discovered that less severe punishments have no effect whatever on the cannibals.

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EUROPEANS IN THE TROPICS.

SCIENTIFIC COMPARISON OF THE RACES.

CAN THE WHITE MAN BECOME ACCLIMATIZED?

So much has been written on the influence of tropical climates on the peoples of white races that the lay reader is often apt to overlook the object chiefly aimed at, viz., to prove that it is possible or otherwise for the white man to become "acclimatized" in tropical countries. The views of Mr. J. E. F. Kohlbrugge, published in the "Archiv für Rassen und Geschichts-Biologie," are, perhaps, some of the most concise that have yet been arrived at.

[The author, after writing learnedly and at some length on colour, elasticity of muscles, effect of a tropical climate on health, and tropical diseases, concludes—] The influence of the tropics on

is of the utmost importance. Grynns determined that the rate at which a nervous impulse travels along a nerve decreases in Europeans the longer they live in the tropics, that the Japanese have a higher rate of transmission. The experience that the nervous system of Europeans suffers in the tropics has thus been corroborated by science. The first symptoms are chiefly insomnia, and an increased irritability. It has been said that this is due to overwork and restlessness, but in all new colonies where individual effort is so much more essential than at home, but this opinion is contradicted by the fact that the nervous system of individuals who do not participate in the accumulating of wealth and influence also suffer. Again, "nerves" are not manifested, as in America, by rapid movements, hasty meals, and a general "hustle," but, on the contrary, rather by extreme lassitude and an avoidance of anything calculated to increase the heat. Letters, reports, etc., show the highly strung state of the nerves; and the tears ready to appear at any sad opportunity are but a symptom of the protean malady of

NEURASTHENIA.

The native in his natural state does not show this irritability, but if he is "educated" to the same degree as ourselves, and if his intellectual life is as intense as our own, he suffers as much if not considerably more. The inference is that a tropical climate induces a certain intellectual indifference and that any work carried out with European energy very soon causes neurasthenia. That is why the best and most highly-gifted intellectually are the first to succumb. Scientists and officials are mostly worn out at the age of 50. The colonies suffer, because the higher posts are naturally held by the older individuals who already require rest and are, therefore, opposed to innovations. Much more in observing children are struck by their inability to suffer pain, and by their lack of control when subjected to disagreeable sensations. The natives who have not been under the influence of our civilisation can suffer the greatest physical pain without a murmur, but as soon as they are educated they

DEAD TRIVIAL SURGICAL OPERATIONS.

even more than white children. Half-castes show the same nervousness. It has been frequently held that mountain districts in the tropics would be only stays for a short time, say, for a change of air, the results are beneficial. But if he remains permanently and works energetically he is succumbing to neurasthenia as surely as if he were living in a low-lying district. At any rate, this holds good for altitudes between 4,000 and 6,000 feet at an average temperature of 15-17 degrees (centigrade). When one considers the exertion in mental work during a hot summer at home one can see the extreme difficulty of completing an educational curriculum in the tropics without damage to the nervous system. Not long ago Steinhilber published a paper on the family histories of gifted individuals which showed that those who had a great capacity for work descended from large families but had few offspring. A similar experience is the lot of European who works in the tropics with the same energy as at home. His nervous system is ruined, and his offspring are adversely affected. The sensitive, neurasthenic man, as a rule, marries a similarly constituted woman, with disastrous results in the offspring.

HYBRIDIZATION.

occurs chiefly in young colonies where white women are absent and the half-castes frequently beautiful, attractive to a European, and many of these women are far more sociable as housekeepers than white women, who have just come out, and are generally healthier. The author does not consider it to be an impossibility for a European to settle permanently in a tropical country, but then he must discard "civilization" and live according to the local customs. It is certain that Dutch, English, and French politicians strive in vain to impose European civilization on natives who can only be disastrously affected thereby. "As we cannot become acclimatized, we can neither take the place of the native, nor do without him." Whether we can achieve satisfactory results by race blending is doubtful; only in cases of extreme isolation has hybridization led to a constant European type. On large islands, or on continents the freedom to move about from place to place has always had the effect of merging the mixed race in the coloured population as soon as intermarriage with the whites had stopped. So far our examination has been confined to physical characters; the remarks about tropical neurasthenia, however, lead us to a consideration of the

INFLUENCE ON PSYCHICAL CHARACTERS.

Numerous circumstances co-operate to prevent a European child reared in the tropics from remaining European, and thwart the permanent establishment of our culture in tropical countries. The whole problem is so complex that only one aspect will be discussed here, namely, education.

In education routine is never permissible, and that is why it is so difficult, one might say impossible, for the European to attend to children so assiduously as at home. It is the reason why children do not learn self-control and are left far too much to

THE INFLUENCE OF NATIVE SERVANTS.

The latter only have the idea of letting the children do as they please, so long as they do not suffer bodily harm. Obedience is quite out of the question, and if parents punish their children the natives call it lack of parental love. As a European household in the tropics is unthinkable without native servants, a proper education of children is practically impossible, except in districts where the native has gained respect in the eyes of the European. The influence of a European, and does not permit children to treat him with indignity. If the children are sent to Europe, as is done in most cases, it is either too late, or other dangers beset their path. They are often taken care of by individuals who only accept them for the sake of money, and they receive a loveless "education." The

CHILDREN REARED IN THE EAST.

are rarely as capable as those born and educated in Europe. The latter are preferred to fill appointments, having a greater stability of the nervous system. The former, especially those who are half-caste, imagine that they are rejected because of their status of birth. This is by no means the case, they are rejected because of their lesser capabilities. It is only human to deny that one is less capable than others, and an excuse has to be found. They are less capable as regards character, love of work, power to work, and adaptability. They avoid difficulties that beset their path, rather than face them. So they become timid, and fear fogles falsehood; this may be observed in well-educated Malays who are appointed as officials or medical officers. If we cannot educate a white child in the East, India or a European, we can as little succeed in training a Malay to be a champion of European culture. It is true that Malays are able to learn everything, they show great promise at school and at the universities, they become excellent officials, doctors, etc., but they lack one thing namely, "character." The same complaint is being made in British Colonies. The British founded universities for Egyptians and Hindus, and permitted them to study at the universities of the mother country; the examination results were excellent, but these students lack "character."

We must wait. Centuries will have to pass before we can reply to these questions, and in the meantime we cannot do better than study our own history, in order to learn how slow our own progress has been, and how often our progress has been stopped. We shall then learn not to underestimate the value of the native. The first maxim for any colonial policy ought to be: We cannot do without the native, because we must acknowledge that we cannot take his place.

NEED OF A PRINCE REGENT IN INDIA.

LECTURE BY THE AGA KHAN.

His Highness the Aga Khan delivered a lecture on "The Moslems of the British Empire" at the Crystal Palace recently, by invitation of the Council of the Festival of Empire. Viscount Milford, who presided, said there was no man in the British Empire better qualified to discuss the Moslem question in India, where his efforts to establish higher education among the Mohammedans had secured him the thanks of successive Governments. His efforts to forward the cadet corps for the Princes of other races than our own, and to find them places in the service of our great King-Emperor, had gone a long way to increase the knitting of two races in the service of the Sovereign.

His Highness the Aga Khan said that the King-Emperor ruled over a greater number of Mohammedans than any other Sovereign, whether in the East or the West, and it might safely be assumed that the total strength of Indian Moslems was now much nearer 70 millions than 60 millions. The Indian Mohammedans formed a very large portion of the Native Army—a circumstance illustrated to the vast crowds which witnessed the Coronation procession and the Royal Progress, both by the composition of the Indian contingent and by the coincidence that the King's Indian orderlies this year are Moslems. On moral and religious grounds the Indian Moslems were bound to incline to self-organization and self-expression, and to the traditional association with the Moslem community. On the other hand, the intellectual forces of modern civilization must work on their minds in favour of the evolution of Indian nationality, and the task of statesmanship must be to reconcile these apparently opposing forces. The cultured and leisured classes might be expected to be more adaptable to the spirit of the age than the middle and working classes, and the best way to bring about toleration and mutual understanding in India was to seek not to much up from below as down from above. His Highness went on to point out the need for a unifying force in India. One obstacle to the development of social unity, he said, was the absence of a visible and unquestionable head of Anglo-Indian Society. Hindus, Mohammedans, Christians, and Parsees mingled from time to time, to go back to their several detachments of life, largely because there was no unifying force, such as existed in Great Britain in the person of the Sovereign. India could not for generations be vested with any constitutional system, but there was one element of British constitutionism which could be transplanted to India with the most signal advantage, namely, a head of Society not directly responsible for the working of the administrative machinery, yet higher in status and dignity than those who held that responsibility. Such a position could only be taken by a member of the Royal House, who could make India his home, going out there as a young man, identifying himself with the nation of which he was Regent, and from time to time coming back to Europe for his holidays, thus keeping in touch with English sentiment and progress. There was a great and growing desire in India for the visible embodiment of that rule of the King-Emperor to which all classes of the community were intensely devoted. To no section of the population would the change be more welcome than to the Mohammedans, with their traditions of the Mogul Court. The Prince Regent would powerfully and inevitably contribute to that social unity which must precede any other form of unity, whether political or racial. One of the greatest services that could be rendered to the cause of social unity in India was to give the people the best type of education, and the provision of a mosque in London was an essential corollary to the University scheme, and one of the most valuable safeguards against shipwreck on the sea of temptations which beset young Indian Moslems who came here to complete their preparation for professional, official, or business careers. A house of prayer in the Imperial capital would greatly contribute to their remaining both good Mussulmans and loyal and self-respecting citizens.

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1734

WHAT BEING "RUN-DOWN" MEANS.

A ROYAL PHYSICIAN'S STATEMENT.

In spite of all the ordinary precautions people take to safeguard their health and the care they habitually use in selecting their proper food, the time comes sooner or later when they feel more or less "slack," run-down, and below par. Without enquiring the reason, people instinctively know that they need a tonic. The difficulty is to determine what tonic to use, for, as everyone is aware, most tonics, though they stimulate for the moment, have a depressing after-effect.

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In this connection Professor Tobold, who was Physician-in-Ordinary to the late Emperor Frederick, writes: "Sanatogen has proved itself to be an admirable dietetic preparation in patients of mine whose nutrition was much below par."

Sanatogen may be obtained of all chemists. [105-341]

REVIEW OF THE SHIPPING TRADE.

INCREASED CONSTRUCTION.

The following extracts are taken from the semi-annual circular of Messrs. H. E. Moss & Company.

In our circular of January last we anticipated the increase in the construction of steam shipping. This prediction has been amply verified, and we feel confident the improvement will be continuous for some time to come. It is an admitted fact that tramp steamers, especially owners find May, June, and July the slackest months of the year, and if the shortness of crops in the Plata has caused a temporary reaction in freights, and diverted tonnage elsewhere, we believe they will right themselves in the autumn, when we fully expect even better results than in the past. Our larger passenger companies, as well as those engaged in general trades, have done uncommonly well, and are well booked ahead. For months past the regular lines, in order to fulfil their engagements, have had to charter a good deal of outside tonnage, and must continue to do so. Great developments in our Dominions, chiefly in Canada, and also in the Far East, will all tend to the general improvement, and before long we expect trade in the United States of America to boom and reflect itself, as it always does, on Europe and especially this country. Since January a large amount of tonnage has been ordered, principally liners and special steamers. For the moment there is a temporary lull in the placing of tramp steamers, but so great has been the amount of Admiralty and other work that a shortage of skilled labour exists, and many builders find great difficulty in keeping time with their contracts. Prices for new steamers continue to advance, being to-day fully 10 per cent. higher than in January last, and are likely to further increase. Many builders are full of work for 12 months ahead, and very few are able to give fairly prompt delivery. Both new and second-hand steamers have been in great request, values have advanced considerably, and with the increased demand are likely to go higher still. Many of the new and second-hand bargains have been picked up, and few remain unsold.

USE OF OIL FUEL.

For years past it has been foreshadowed the greater use of oil fuel for steamers, and it is now being more generally adopted, especially by the Navies of the world. The internal combustion engine for marine purposes has made rapid strides, chiefly for larger cargo steamers, than hitherto, and some vessels fitted with the Diesel motor have been ordered. Great economy in the working of steamers so fitted naturally follows, whereas the carrying capacity is increased. For the moment, the first cost of Diesel engines is greater than reciprocating machinery, but directly the experiments now being made prove to be satisfactory this will soon find its own level. We anticipate great changes and developments in the near future. To show the great increase in the amount of steam tonnage under construction in the United Kingdom on September 30, 1909, it was 773,429 tons, compared with 903,463 tons on December 31, 1909, 1,032,887 tons on March 31, 1910, 1,150,484 tons on September 30, 1910, 1,124,032 tons on December 31, 1910, 1,465,127 tons on March 31, 1911; whereas for the quarter just ended we anticipate the increase compared with the last quarter will be about 30 per cent.

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STEAMERS

AXAX, British str., 4,477, R. D. Owen, 26th July—Liverpool and Singapore 21st July, General—Butterfield & Swire.
AMBRIA, German str., 3,233, Feldmann, 26th July—Singapore 20th July, General—Hamburg-America Line.
ARRATON APCAR, British str., 2,351, G. F. Hudson, 23rd July—Calcutta 25th July, General—David Sassoon & Co.
BARON MINTO, British str., 2,896, T. Bailie, 19th July—Mojib 13th July, Coal—Gillman & Co.

CHRONOSING, British str., 1,220, V. Liddell, 22nd July—Tientsin and Ports 12th July, General—Jardine, Matheson & Co.
CITY OF COLON, Brit. str., 3,501, B. Dowse, 21st July—Philadelphia, U.S.A., via D. Araban 26th June, Cass oil—Standard Oil Co.

FOOCHOW, British str., 1,258, C. P. Vincent, 23rd July—Mikie 10th July, Coal—Butterfield & Swire.
GREGORY APCAR, British str., S. H. Nelson, 21st July—Mojib 16th July, General and Coal—David Sassoon & Co.

HAITAN, British str., 1,183, J. S. Roach, 26th July—Rangoon, Amoy and Swatow 25th July, General—Douglas, Laing & Co.
HANCOCK, British str., 999, Byers, 25th July—Newchwang 17th July, Coal—Butterfield & Swire.

ICHANG, British str., 1,228, Rees Lewis, 22nd July—Amoy 20th July, General—Butterfield & Swire.
KENKON MARU, Japanese str., 2,109, T. Yamamoto, 24th July—Mojib 13th July, Coal—Blackhead & Co.

KOHCHILANG, German str., 1,292, W. Rosinsky, 19th July—Bangkok 12th July, Rice—Butterfield & Swire.
KNIGHT COMPANION, British str., 4,715, John Kendall, 14th July—Mojib 9th July, Coal—Blackhead & Co.

KWANTON, Chinese str., 1,536, Stewart, 23rd July—Shanghai 20th July, General—C. M. S. N. Co.
KWEI, British str., 1,073, C. M. Puckett, 18th July—Butterfield & Swire.

KWONGSANG, British str., 1,956, W. F. Richard, 25th July—Shanghai and Swatow 24th July, General—Jardine, Matheson & Co.
LIANAN, British str., 1,320, C. C. Williams, 23rd July—Shanghai 20th July, General—Butterfield & Swire.

LOONGMOON, German str., 1,275, W. Vogel, 24th July—Chinking 20th July, General—Hamburg-America Line.
LYEEMOON, German str., 1,336, J. Pilgrim, 16th July—Saigon 12th July, General—Hamburg-America Line.

MANDARIN MARU, Japanese str., 3,246, T. Ota, 20th July—Mojib 15th July, Coal—Mitsui Bussan Kaisha.
MINESETO, American str., 13,321, T. W. Garlick, 22nd July—Seattle 19th June and Manila 20th July, General—Nippon Yusen Kaisha.

NANCHANG, British str., 1,056, Robertson, 25th July—Chefoo 19th July, General—Butterfield & Swire.
PAKLAT, German str., 1,018, J. Wenzel, 22nd July—Bangkok and Swatow 21st July, Rice—Butterfield & Swire.

PERSIA, British str., 2,770, A. Lockett, 25th July—San Francisco 23rd June, Mails and General—Pacific Mail S.S. Co.
SEKTA, German str., 972, Jensen, 22nd July—Bangkok and Swatow 21st July, General—Chinese.

SHUYO MARU, Japanese str., 5,898, K. Nasu, 23rd July—Mojib 17th July, Coal Order.
SINGAN, British str., 1,047, F. Jamieson, 24th July—Hapshong 22nd and Hallow 20th July, Rice and General—Butterfield & Swire.

STRATHKEL, British str., 2,302, D. Stanbury, 24th July—Mojib 18th July, Coal—Gillman & Co.
STRATHLYON, British str., 2,845, J. R. Shaw, 24th July—Portland via Nagasaki 9th July, General, Flour and Timber—P. M. S.S. Co.

SOSHU MARU, Japanese str., 1,119, K. Sugawara, 23rd July—Swatow 22nd July, General—Osaka Shosen Kaisha.
SUI SANG, British str., 1,960, M. Picknell, 21st July—Mojib 15th July, Coal—Jardine, Matheson & Co.

TELEMACUS, British str., 1,400, A. Fraze, 24th July—Saigon 19th July, Rice and General—Vo Fat Sing.
TENYO MARU, Japanese str., 7,265, E. Bent, 15th July—San Francisco 21st June, General—Toyo Kisen Kaisha.

TIMAH, Dutch str., 2,000, J. P. Scholte, 22nd July—Swatow 21st July, General—Java-China-Japan Lijn.
TJIPANAS, Dutch str., 1,234, S. Oldenburger, 24th July—Mikie 19th July, General—Java-China-Japan Lijn.

YOHOW, British str., 1,556, McIntosh, 22nd July—Wuhu 15th July, Coal—Butterfield & Swire.

SAILING VESSELS

ECLIPSE, British 4-masted barque, 2,996, James White, 12th May—New York 20th Jan., Kerosene Oil—Standard Oil Co.

STEAMERS PASSED THE CANAL.

June 27th—Ambria, Asiyana, Carnarthen-shire, Hirona Maru, Meinan, Nectar, 30th—Pelusa, Socotra, July 4th—Bendoran, Glentworth, Sumatra, 7th—Baleuma, Tourane, Affghan, 11th—Himalaya, Egon, Moyune, Oopach, Tango Maru, Alesia, Vorwarts, 14th—Braemar, Kinloch, Hommouthshire, Myrindon, Peshawar, Sardinia, 18th—Enpiole, China, Nile, Prinz Ludwig, Welsh Prince, 21st—Aster Maru, Idomenus, Kamo Maru, Kawachi Maru, Pelayo, 25th—Glennet, Laertes, Prinz Eitel Friedrich.

ARRIVALS AT HOME.

July 26th—Tonkin.

RUBBER SHARES.

SINGAPORE QUOTATIONS.

ON 21ST JULY, 1911.

[Messrs. LYTALL AND EVATT'S LIST.]

Nom. Value	Buyers	Sellers
2a Allagar	36104	4841
2a Allagar Options	189	266
1 Anglo-Java	466	569
21 Anglo-Java	98	1266
2 Anglo-Malay	17641	1866
21 Anglo-Malay	5766	708
1 Ayer Kuning	148	138
1 Ayer Kuning	4266	4869
1 Bantam	28	262
2a Batang Malaka	2256	2389
21 Batu Caves	1763	7889
1 Beaufort Borneo	158	158
1 Bukit Kajang	3766	408
1 Bukit Lintang	7266	808
2a Bukit Mertajam	22	38
21 Bukit Mertajam	2256	2408
21 Bukit Mertajam 1st pd.	18	108
21 Bukit Mertajam 2nd pd.	1108	1226
1 Castlefield	18	36
2a Chersonese	18	36
2a Chersonese Options	1813	183
2a Chongul	368	408
2a Chongul Prof	3683	408
2a Consolidated Malay	178	183
21 Damansara	1089	238
1 Denialtown	38	96
2a Edinburg	1908	2126
21 Edinburg	49	56
2a Galing Bear	758	848
21 Galing Bear	808	848
1 Golden Hope	88	93
1 Harpout	1758	1908
2a Harpout	3811	483
21 Highlands & Lowlands	1876	208
1 Ina Kenneth	1824	185
2a Jasin	78	128
21 Johore R. Lands 108 pd.	1266	149
1 Jura	989	116
2a Kumpang	381	368
2a Kumpang 1st pd.	5811	5810
2a Kumpang 2nd pd.	1358	1489
1 Kapong	1358	1489
2a Kapa	1126	128
2a Kapa 1st pd.	1810	218
2a Kapa 2nd pd.	1276	1376
2a Kapa (F.M.S.)	98	10410
21 Landron	5683	658
1 Leabury 1st pd.	2266	318
2a Linggi	4083	428
2a Linggi 1st pd.	1083	1183
2a Linggi 2nd pd.	118	1268
2a Linggi 3rd pd.	1808	198
2a Linggi 4th pd.	1868	1989
2a Linggi 5th pd.	3810	48
2a Linggi 6th pd.	286	318
2a Linggi 7th pd.	5266	658
2a Linggi 8th pd.	244	284
2a Linggi 9th pd.	418	468
2a Linggi 10th pd.	383	418
2a Linggi 11th pd.	683	783
2a Linggi 12th pd.	208	226
2a Linggi 13th pd.	226	258
2a Linggi 14th pd.	258	306
2a Linggi 15th pd.	210	345
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2a Linggi 98th pd.	210	345
2a Linggi 99th pd.	210	345
2a Linggi 100th pd.	210	345

SHANGHAI SHARE QUOTATIONS.

ON 19TH JULY, 1911.

[J. P. BERRY & Co.'s List.]

COMPANY	PAID UP	QUOTATION
Banks—		
Hongkong & Shanghai	\$125	\$925, buyers
National of China	28	\$80, sales
Russo-Chinese	11874	11874
Insurance—		
Union Society of China	\$100	\$820, buyers
North China	25	Ts. 1874, buyers
Yangtze Assn.	\$60	\$200, buyers
Canton	\$60	\$1774, buyers
Hongkong Fire	\$60	\$825, buyers
China Fire	\$20	\$1191, buyers
Shipping—		
Indo-China (pref.)	45	Ts. 45, buyers
Shell Trans. (ord.)	41	24.90
Shanghai (ord.)	410	211.00, nom.
Shanghai (pref.)	T50	Ts. 20, sales
Lighter (ord.)	T50	Ts. 47
Taku Tug & Lighter	T50	Ts. 30, buyers
Kochia Transport	T50	Ts. 30, buyers
Navigation & Tow. Boat	T50	Ts. 30, buyers
Docks & Wharves—		
Shanghai Dock & Wharf	T100	Ts. 55, sellers
H. & W. Dock	T50	Ts. 55, sellers
S. & H. Wharf	T100	Ts. 84, sa. & b.
H. K. Wharf & G.	T50	Ts. 84, buyers
Yangtze	T100	Ts. 130
Sugar Companies—		
China Refining	\$100	\$81, buyers
Railways—		
Chinese Eng. & Min.	21	\$2, sellers
Shanghai	21	Ts. 131, buyers
Shanghai Investment	T50	Ts. 91, ex div.
H. K. Investment	\$100	Ts. 104, sellers
Humphreys' Estate	T10	Ts. 61.5, buyers
Weiheiwai	T10	Ts. 6
China	T50	Ts. 50, nom.
Anglo-French	T100	Ts. 92
Plantations—		
Alma Estates, Ltd.	21	Ts. 71
Ayer Tawah Rubber	T5	Ts. 91
Patton Co., Ltd.	T5	Ts. 111, buyers
Chempedak	T5	Ts. 25, buyers
Domestic Rubber	T5	Ts. 5, sellers
R. Javanese Rubber	T50	Ts. 111
Kalumpang Rubber	T100	Ts. 254, buyers
Senawang Rubber	T100	Ts. 254, buyers
Shanghai-Sematra	T20	Ts. 90
Tobacco	21	Ts. 131, sales
T. R. & T. Estate Co.	T50	Ts. 76, buyers
Cottons, etc.—		
International	T76	Ts. 46
Laon Kung Moy	T100	Ts. 57, buyers
Soy Chee	T500	Ts. 22, sellers
H.C.S.W.D. Co., Ltd.	T10	Ts. 51, buyers
Shanghai Cotton	T50	Ts. 51, buyers
Eastern Fibre	210	Ts. 51, buyers
Industrial—		
A. Butler cement	T100	Ts. 23, buyers
Tito Works	\$100	\$724, sales
Anglo-Ger. Brewery	T50	Ts. 173
China Flour Mill	T50	Ts. 173
China Im. & Ex.	T100	Ts. 73, sales
Lumber	T50	Ts. 60
China Printing Co.	T50	Ts. 60
Green's Cement	T50	Ts. 60
Mauchappi, & Co.	68.100	Ts. 63, sales
In Langkat	T50	Ts. 30, sellers
Major Brothers	T50	Ts. 30, sellers
Scharff's Oil & Bone	T50	Ts. 30, sellers
Asbestos	\$25	\$21, sellers
Shanghai Electric & Light	210	Ts. 107
Shanghai Gas	T50	Ts. 107
Shanghai Ice	T25	Ts. 12
Shanghai Paper	T100	Ts. 22, sellers
Shanghai Waterworks	220	Ts. 375, buyers
Stores—		
Hall & Holtz	\$20	\$17, sales
J. Lowy & Co.	\$100	\$55, sales
A. S. Watson & Co.	\$10	\$63, buyers
Central Ordinary	\$15	\$100
Central Foundry	\$15	\$100
S. Moutrie & Co.	\$50	\$20, sellers
Weeks & Co.	\$20	\$118, sales
Lane, Crawford & Co.	\$50	\$24, sales
Drumming & Co.	\$50	\$24, sales
Hotels—		
Astor House Hotel	\$25	\$12
Hotel des Colonies	T12.50	Ts. 4, sellers

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Do. Do. Small Edition 6.00

CHILDREN OF FAR CATHAY: A Social and Political Novel, by C. J. Halcombe

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MAIL TABLES

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WOMEN AND INSURANCE.

MR. LLOYD GEORGE AND CRITICISMS.

Mr. Lloyd George received at the Treasury a deputation chiefly composed of women, who put before him their views on the Insurance Bill as it affects women.

The societies represented were the Women's Trade Union League, the Anti-Sweating League, the National Federation of Women Workers, the Women's Labour League, the Women's Co-operative Guild, the National Association of Midwives, and the Women's Industrial Council.

Miss Mary R. Macarthur, of the National Federation of Women Workers, said that the women in her Federation were employed at a sweated wage, and their wages were so low that they could not afford to pay a compulsory premium. She thought the employer who paid the sweated wage should pay the weekly premium. The lower the wage, the more valuable was the penny.

Among the points put by Miss Macarthur was one that no insurance premium shall be deducted from the wages of sweated workers where these wages are below the market subsistence level, but that the whole premium, apart from the State contribution, should be paid by the employer.

Miss Macarthur also contended that as the women workers would contribute to insurance between the ages of fourteen and twenty-three, and then leave work, perhaps, to get married, the Bill operated rather unfairly on women compared with men.

WITHOUT INQUIRY.—Mr. Lloyd George said he had complained of a statement of that sort. It was made without the slightest inquiry. The Treasury had made inquiry among the most competent men, and they found that the liability under the Bill was heavier than the contributions of the women.

MISS MACARTHUR.—Our point is this, What is the proportion of widows earning their living? I say, without having statistics before me, that the proportion is a small one.

MR. LLOYD GEORGE.—It is a small one comparatively. Mr. Lloyd George.—But we have to go on the figures worked out at a percentage, and not on a vague estimate.

MISS MACARTHUR.—Our point is this—that the women are insured during the healthiest part of their lives.

MR. LLOYD GEORGE.—They could do so otherwise. Miss Macarthur.—And that it bears unfairly on women in that respect compared with men.

MR. LLOYD GEORGE.—You think it does, but you don't know. You have never taken the slightest trouble to find out. These statements have been made outside. I have taken considerable trouble in this matter and got the very best advice. I wish you had taken the trouble to get at the figures.

MISS MACARTHUR.—I proceeded to say that the women did not consider they were sufficiently compensated for the marriage dowry.

MR. LLOYD GEORGE said he would rather pay the dowry than what was due under the Bill. He would be better off than under the Bill. "I would respectfully entreat you," he added, "before you take that advice to take the opinion of a skilled actuary as to which of the propositions would be better."

MISS MACARTHUR said that she had an alternative proposition that the surrender value should be applied to a woman during her married life.

MR. LLOYD GEORGE.—Have you reckoned how much that will be?

MISS MACARTHUR.—It will be a very considerable sum.

MR. LLOYD GEORGE.—You are recommending me to spend money without knowing how much it is.

The Chancellor asked who was going to pay for such a scheme, and questioned if any society did as much.

MISS MACARTHUR said that she should prefer that the State should pay. If they were to choose between the maternity benefit and the sickness benefit, they would prefer the sickness benefit. In conclusion, she said the union asked that employers' sick clubs should be excluded from the insurance scheme as she feared the employers would use them as a means of preventing women being organised by trade unions.

Owing to lack of time, the Chancellor was unable to hear the case for the midwives, and promised them a separate deputation.

MR. LLOYD GEORGE, in a general reply, said some of the

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SIMLA Capt. C. D. Goldsmith, R.N.R.	Noon, 28th July	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SOCOTRA Capt. G. J. Coldwell,	Noon, 28th July	Freight only.
SHANGHAI	DEVANHA Capt. H. Powell,	About 3rd Aug.	Freight and Passage.
LONDON via USUAL PORTS of CALL	DELHI Capt. H. S. Bradshaw,	Noon, 5th Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 10th Aug.	Freight and Passage.

For Further Particulars apply to
H. A. HEWETT,
Superintendent.
Hongkong, 28th July, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG and SHANGHAI	"SINGAN" On 28th July, 10 A.M.	
SHANGHAI	"KWEILIN" On 28th July, 4 P.M.	
TSINGTAU, WEIHAIWEI and TIENTSIN	"CHINUA" On 29th July, 11 A.M.	
CHEFOO and NEWCHANG	"HUICHOW" On 1st Aug., 4 P.M.	
	"NANCHANG" On 1st Aug., 4 P.M.	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "FAMING" Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft. SALOON accommodation of S.S. "KAIFONG" is situated on Deck aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINEUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 27th July, 1911.

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	FRIDAY, 28th July, at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 1st Aug., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 30th July, at Noon.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 25th July, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
TIENTSIN via SWATOW, TSINGTAU, WEIHAIWEI and CHEFOO	"CHEONGSHING"	Saturday, 29th July, Noon.
SHANGHAI	"KWONGSANG"	Saturday, 29th July, Noon.
MANILA	"LOONGSANG"	Saturday, 29th July, 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Saturday, 5th Aug., 2 P.M.
SHANGHAI, MOJI & KOBE	"FOOKSANG"	Tuesday, 8th Aug., Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sth. Exch. 4.
For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 28th July, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, MOJI & YOKOHAMA:	STEAMERS	TO SAIL
S.S. AMERLA		28th July
S.S. ALESIA		9th Aug.
S.S. RHEINFELS		25th Aug.
S.S. SUEVIA		6th Sept.
S.S. SACHSEN		20th Sept.
S.S. BAYERN		6th Oct.

FOR HAVRE, BREMEN & HAMBURG:		
S.S. SPEZIA	1st Aug.	
FOR HAVRE & HAMBURG:		
S.S. LIBERIA	9th Aug.	
FOR ROTTERDAM, HAMBURG & ANTWERP:		
S.S. SEGOVIA	12th Aug.	
FOR HAVRE, HAMBURG & ANTWERP:		
S.S. SAXONIA	13th Aug.	
FOR MERSSELES, HAVRE & HAMBURG:		
S.S. SILESIA	21st Aug.	
FOR ROTTERDAM & HAMBURG:		
S.S. BRISGAVIA	23rd Aug.	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 26th July, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
TENYO MARU	21,000	E. Bent	SATURDAY, July 28th, Noon.
NIPPON MARU	11,000	H. E. Smith	FRIDAY, Aug. 18th, Noon.
CHIYO MARU	21,000	W. W. Greene	Sept. 14th, Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, Oct. 6th, Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. THE Twin Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, CHU, SHIMIZU, YOKOHAMA & HONOLULU, on SATURDAY, 29th July, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO), Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	S. Togo	TUESDAY, Aug. 15th, Noon.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon.
HONGKONG MARU	11,000	H. Hinokuma	WEDNESDAY, Dec. 13th, Noon.

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG,

TO	FARE
SAN FRANCISCO	\$ 45-0-0, Single
NEW YORK	\$ 50-0-0, "
LONDON	\$ 71-10-0, "
"	\$ 120-0-0, Return 6 Months
"	\$ 125-0-0, "
SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
VALPARAISO	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,
K's Building (Opposite Blake Pier).

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OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons	DATE OF SAILING
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 9th Aug., at 11 A.M.
	"SEATTLE MARU"	6,182	WEDNESDAY, 6th Sept., at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.
	"MEXICO MARU"	6,064	SATURDAY, 15th Sept., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

The Co's Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perishable. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVING
ANPING & TAKAO (DIRECT)	"SOSHU MARU"	SATURDAY, 29th July, at 4 P.M.
TAMBUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 30th July, at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 2nd Aug., at 10 A.M.

During the two months of July and August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of:—

1ST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passengers, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,
MANAGER

772-778]

"The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PICNIC

A SMALL CASK OF

O. B.

BEER.

Fresh from the Brewery.

"Just Try It"

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M.S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 11th August, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Government of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERIA 9,000 Tons FRIDAY, 4th Aug., at 11 A.M.
CHINA 10,200 Tons FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 11 A.M.

On the Fine MAIL Steamers, CHINA and PERIA First Class. SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON—via Canadian Atlantic Ports, £43. HONGKONG to SAN FRANCISCO—via New York " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	KITANO MARU	9,000	WEDNESDAY, 2nd Aug., at Daylight
	IYO MARU	7,000	WEDNESDAY, 16th Aug., at Daylight
	HIRANO AMRU	9,000	WEDNESDAY, 30th Aug., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU	7,000	SATURDAY, 12th Aug., from KOBE
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU	7,000	TUESDAY, 15th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU	7,000	TUESDAY, 12th Sept., at 4 P.M.
	KUMANO MARU	6,000	FRIDAY, 4th Aug., at Noon
	YAWATA MARU	5,000	FRIDAY, 1st Sept., at Noon
SHANGHAI, MOJI, and KOBE	HAKATA MARU	7,000	WEDNESDAY, 2nd Aug.
KOBE and YOKOHAMA	TANGO MARU	8,000	THURSDAY, 3rd Aug., at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU	7,000	TUESDAY, 8th Aug.
KOBE and YOKOHAMA	YAWATA MARU	5,000	TUESDAY, 1st Aug., at Noon

* Calling at Djibouti.

* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers * Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

With Option of rail between Steamers' Calling Ports in Japan.

Further Information, apply to—

14-40]

PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS,
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 28th July, 1911.

C. G. BODEN & SOHNE, GROSSROHRSDORF, i/sa.

BRACES AND BELTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 28th July, 1911.

Hoehle Extra Dry
Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong
Hongkong, 28th July, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The *Anhui*, with the Siberian Mail, is due to arrive here on Sunday.

FOR	PER	DATE
Hohow and Haiphong	Singap	Friday, 28th, 9.00 A.M.
Swatow and Bangkok	Paklat	Friday, 28th, 9.00 A.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO SIBERIAN MAIL TO EUROPE		
Swatow, Amoy and Foochow		
Macao		
Ningpo and Shanghai		
Hohow, Singapore and Bangkok		
Shanghai		
Swatow, Taingtau, Weihaiwei, Chefoo and Tientsin		
Batavia, Cheribon, Samarang and Sourabaya		
Shanghai, Kobe and Moji		
Maula (Taking Mails for Cebu and Iloilo)		
Macao		
Singapore, Penang and Calcutta		
Amoy and Takao		
Haiphong		
Shanghai		
SIBERIAN MAIL TO EUROPE		
Swatow		
Manila, Cebu and Iloilo		
Kobe and Yokohama		
EUROPE, &c., INDIA VIA TUTICORIN, Late Letters 11.00 to NOON. Extra Postage 10 cents. Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail		
Swatow, Amoy and Foochow		
Taingtau, Weihaiwei and Tientsin		
Chefoo and Nanking		
Singapore, Penang and Colombo		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO SIBERIAN MAIL TO EUROPE		
Manila (Taking Mails for Cebu and Iloilo) Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle		
Maula (Taking Mail for Cebu and Iloilo) Keelung, Nagasaki, Kobe, Shimizu, Yokohama, and Seattle		
Shanghai, Kobe and Moji		
Singapore, Penang and Calcutta		
EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail		
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO		

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS

ON LONDON	July 27th
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days sight	1/9 1/2
Bank Bills, at 4 months sight	1/9 1/2
Credits, at 4 months sight	1/9 1/2
Documentary Bills 4 months sight	1/9 1/2
ON PARIS	
Bank Bills, on demand	22 1/2
Credits, at 4 months sight	22 1/2
ON GERMANY	
On demand	182
ON NEW YORK	
Bank Bills, on demand	43 1/2
Credits, at 60 days sight	44 1/2
ON BOMBAY	
Telegraphic Transfer	133
Bank, on demand	133 1/2
ON CALCUTTA	
Telegraphic Transfer	133
Bank, on demand	133 1/2
ON SHANGHAI	
Bank, at sight	7 1/2
Private, 30 days sight	7 1/2
ON YOKOHAMA	
On demand	7 1/2
ON MANILA	
On demand	7 1/2
ON SINGAPORE	
On demand	7 1/2
ON BATAVIA	
On demand	10 1/2
ON HAIPHONG	
On demand	1 1/2
ON SAIGON	
On demand	1 1/2
ON BANGKOK	
On demand	8 1/2
Southern Bank's Buying Rate	\$11.15
Gold Leaf, 100 fine, per teal	\$37.80
BANK SHEETS, per ct.	2 1/2

SUBSIDIARY COINS

	per cent.
Chinese ... 20 cents pieces	\$7.27 discount
Chinese ... 10 "	\$7.65 "
Hongkong ... 20 "	\$7.11 "
Hongkong ... 10 "	\$7.34 "

SHARE LIST—QUOTATIONS. HONGKONG, JULY 27th, 1911.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTATIONS
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$910, buyers
China Borneo Company, Limited	60,000	\$12	all	\$93
China Light and Power Company, Limited	50,000	\$5	all	\$1, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7 1/2, sal. & bu.
COMMERCIAL.				
Swatow Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 77 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$6 1/2, sales
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 46
Leau-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 59
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22
Dairy Farm Company, Limited	40,000	\$7 1/2		\$2 1/2, buyers
DOCKS AND WHARVES.				
Hongkong & Kwloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$50	all	\$57, sellers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$8
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 84 1/2
Green Island Cement Co., Limited	400,000	\$10	all	\$4.10
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$20, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$2 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50 1/2		\$19 1/2
Manila Metropole Hotel Limited	50,000	\$25	all	\$180
Hongkong Ice Company, Limited	60,000	\$10	all	\$19
Hongkong Rope Manufacturing Co., Limited	15,000	\$10		\$7 1/2, buyers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$210
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$122, buyers
China Traders Insurance Co., Limited	24,000	\$83.35	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$5	\$335, buyers
North-China Insurance Co., Limited	10,000	\$25	\$5	Tls. 170
Union Insurance Society, Limited	12,400	\$250	\$100	\$315
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$205, @ Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$97, buyers
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$6 1/2, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$25, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 94
West Point Building Co., Limited	12,500	\$50	all	\$47, sales
MIXING.				
Societe Francaise des Charbons du Tonkin	16,000	Fcs. 250	all	\$700
Huab Australian Gold Mining Co., Ltd.	200,000	\$21	all	\$2
Peak Tramways Co., Limited	25,000	\$10	all	\$12 1/2
Philippine Co., Limited	50,000	\$10	all	\$1.10, buyers
RAFFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$101, buyers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$25
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$103, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$12, sol. & bu.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$30 1/2, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 def.	\$5	all	\$64 1/2, L/don. bu. @ ES 17. 6.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$0.6
Star Ferry Company, Limited	10,000	\$10	all	\$26 1/2
South China Morning Post, Limited	10,000	\$10	\$5	\$16 1/2
Steam Laundry Company, Limited	20,000	\$5	all	\$6 1/2, sales
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4.40, sales
Watkins, Limited	10,000	\$10	all	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5 1/2, buyers
Wissmann, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy. 100 fiders	\$10	\$4	\$10
Union Waterboat Co., Limited	50,000	\$10	all	\$300

ROBBERS.	Daily Wire	4/8 per lb., quiet
Para Rubber in London	Amount.	Value.
Loans	Tls. 250	7% p. annum
Chinese Imperial 1885	Tls. 767,200	Par.
VERNON & SMYTH, Share-Brokers.		

WILLIAM C. JACK & CO., LTD. Gas Lighting, Heating and Cooking.

The most Efficient, Economical, and Reliable is the
British Welsbach System.

14, Des Voeux Road, Central, Hong Kong.
(Sole Agents for the Welsbach Incandescent Gas Light Co., Ltd., London.)

CLEARING OUT STOCK OF MANTLES AND FITTINGS AT CUTPRICES. [37]

THE CIGARETTES OF DISTINCTION

Bouton Rouge
and **Felucca**



A LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.



STERILIZED
NATURAL MILK.

A trial of which will satisfy you of its
EXCELLENCE.

PRICE:
20 Cents Per Tin.
\$2.30 Per Doz. Tins.
\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT—
LANE, CRAWFORD & Co.
FRANZ TEE, Queen's Road Central.
JEROME TEE, Queen's Road Central.
MAN YUEN, Queen's Road East.
MAN HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Cause Road.

THE MOST POPULAR BRAND OF GUINNESS' STOUT

ON THE MARKET IS

J.B. HALL & CO



SOLE AGENTS:

H. PRICE & CO., LTD.,

12, QUEEN'S ROAD, CENTRAL,

HONGKONG.

TO-DAY	OPIMUM.
9.15 P.M.—Hippodrome Circus at Causeway Bay.	July 27th.
11 A.M.—Anchilin of Lace Curtains, &c., at Sales Rooms, by Mr. Geo. P. Lammer.	Quotations are:—
TO-MORROW	Malwa New \$2,350/2,400 per picul.
9 P.M.—An August Fete of Victoria Recreation Club at Club Bath.	Malwa Old \$2,400/2,450 "
FORTHCOMING EVENTS.	Malwa Y. Old \$2,500/2,550 "
Saturday, 5th August—Variety Entertainment at Mount Austin Barracks, at 9.15 P.M.	Persian fine quality \$1,200 "
Tuesday, 8th Aug.—Ninetieth Ordinary Half-Yearly Meeting of H. C. and M. Steamboat Co., Ltd., Noon.	Persian extra fine \$2,300 "
ON SALE.	Patna New \$2,600 per chest
A TABLE OF THE RATES OF EXCHANGE AT HONGKONG	Patna Old \$2,430 "
For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years	Benares New \$2,430 "
FROM 1874 TO 1909.	Benares Old \$2,400 "
Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.	
VISITORS TO CANTON, Should Purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."	
BY CAPTAIN C. V. LLOYD, With Illustrations, Maps and Plans. Price \$1.75	
On Sale at—	
Hongkong: "DAILY PRESS" Office, Messrs. KELLY & WALKER, Messrs. BARNER & CO.	
Canton: Messrs. A. F. WATSON & CO.	

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